

# BENT RIM BUGLE

Vol. 3 No.1

May, 1989

## If You Want To Bike- You Have To Write!



California? Colorado? ...Wrong! Kent County, MICHIGAN.

### Text and photos by Dwain Abramowski

Seidman Park and other parks around Michigan are being closed because of a lack of information, more than anything else. So, how is the information about mountain biking going to get to your local park commissioners?

Will the only information on mountain biking your local parks department receive come from a rare incident when one careless biker harasses someone or something on the trail? Or, will your local parks department hear from the 95% of us who ride the trails with respect for nature, hikers, equestrians, other bikers and trail users? Will your local parks department hear one or two reasons why a park should be closed to mountain biking? Or will your local parks department hear the many reasons why mountain biking is one of the best (and fastest growing) recreational ways to enjoy nature, friendship and good times?

It comes down to this fellow mountain bikers: IF YOU WANT TO BIKE - YOU HAVE TO WRITE. The  
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## Close Potawatomi?

by Amy Dedafoe

The best of the best are here. This is where the "Top Guns" will be found. This is the POTAWATOMI TRAIL! You will also find the not-so-best, and the not-so-fast. This is a trail shared by all. Including hikers and backpackers. And this is also where you will find the most problems between mountain bikers and hikers in the state!

There is much misinformation being spread around concerning the use of the Pickney Recreation Area trails. We felt it was time to get the facts.

John LaBossiere spoke to the BRB concerning Pickney and what his concerns are as "Chief" of the Potawatomi Trail and the Pickney Recreation Area Director.

First of all, John thinks we are a "decent group of people" and the trail is open for our use (not abuse). He is mostly concerned with the reactions of the hikers when overtaken by a biker. As friendly and considerate as the mountain biker may be, the hikers have still felt uneasy about the encounter. One solution he suggested was the ATB's may be

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## Guest Editorial

### Which Class Is My Class? (A Plea For Common Sense)

by Mike Clark

Alright! The entry forms for (fill in A.T.B. race of your choice) are here! Maybe if we sign up early enough we'll get a low starting number like Tomac or Ned! Lessee.... name, address, sex, age, this is easy! Uh Oh - which class am I? First time, Beginner, Novice, Intermediate, Advanced, Expert, Sport, A, B, C, or What?

It seems like a minor problem to "the big picture" but judging from the moaning, whining and bitching I've witnessed, overheard, or been responsible for, maybe it's worth taking a shot at a solution.

So, in the spirit of promoting a dialogue, drawing on my opinions as a racer and promoter, and just sticking my neck out, here are some ideas:

Promoters: lets try to get consistent as to which names we use for various classes. It may take awhile but if there are going to be three levels of talent and fitness why not call them A, B, & C? or Novice, Intermediate, & Expert? or Sport, Expert, & Pro? or even Wienie, Sissy, & Slug. The names aren't important - just the consistency. Maybe a little information on the entry form as to what you mean by "Novice" or "Expert" would help. Its worth a try.

The other half of this is simpler, yet more complex (just like life!). Racers - race with your peers!! Don't sandbag to wrack up wins. It's not like you're gonna make a living out of it. Move yourself up in class when you start placing consistently, use U.S.C.F. or NORBA guidelines where applicable & push yourself!

It's not valid to go down a class just because your sick or tired either. Race with your peers and get your butt kicked - it's good for you! (I should know)

I can see it now; Tomac racing Novice because he's got a sore knee, Steffi Graf playing in a High School tennis tournament because she's got a sore throat, Kareem Abdul-Jabbar wanting to play DIV III college basketball because he's "old", etc. I think promoters should be able and anxious to change racers to different classes when they see fit to improve their event.

As for enforcement, I think we could rely on our time-honored methods. Namely, giving sand-baggers a ton of harassment! Lets make it known that winning a race you didn't belong in is LAME - but riding your heart out and finishing in the middle of the pack is a "good ride". Isn't having a "good ride" the point?

## What We Are. . .

The Bent Rim Bugle is a Not-For-Profit Michigan area newsletter dedicated to promoting and protecting the sport of mountain biking.

The BENT RIM BUGLE will be published three times a year: May, August, & November. Subscription rate is \$5.00. Make checks/money orders payable to: Bent Rim Bugle. Area Bike Shops, Race Directors can receive a free subscription by writing to us. A swap subscription with your local bike club's newsletter can also be arranged.

Print deadline for the August issue is June 30, 1989. Send subscriptions and address changes, as well as Inquiries, letters, and all information for publication to:

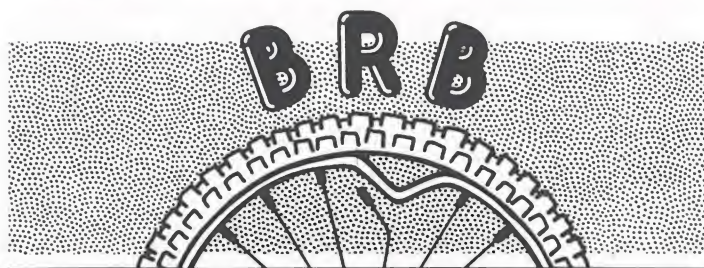
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**THANKS TO ALL WHO CONTRIBUTED TO THIS ISSUE!!**



# Bittersweet



(Photo by Dwain Abramowski)

by Steve Pruett

"Hey Dude, it looks like it's clearing up," Dwain said as he clicked off the van's windshield wipers. It did clear up, just long enough to give us false hopes of a dry (well, maybe drier) track and temp's in the 50's. We should have known better.

Rolling into Bittersweet, we wondered if our dates for the race had gotten mixed up. No bikes, no registration desk, no sign. A ski sale was in progress and no one there seemed to know anything about a bike race. But wait! What's this! A hand lettered, legal pad sized sign had been taped to a pillar directing us to the cafeteria. We're saved!

Dwain and I signed up without further difficulty. We then descended upon the cider and doughnuts supplied free by Bittersweet to racers. Armed with snacks, I mingled with other racers and talked about (what else) the '89 bikes.

I had snickered when they told me the course was only one and a half miles long. That's hardly enough to get warmed up I thought. Boy, was I wrong! The Bittersweet course was without a doubt, the muddiest race course I've ever pushed, pulled, carried, or ridden a bike over. It was great! One lap through the snotty mud and my bike was clogged nearly to a state of immobility. It was going to be a tough 6 laps. This track was one of those that made you want to quit about halfway through the race. But when you finally finish, you're ecstatic you didn't.

The start reminded me a bit of the (heh, heh) mudscramble, but mud, not sand was the obstacle this time. Racers who started on the grassy strips on either side of the road between the lodge and the slope gained only a small advantage over those crowded toward the muddy center. A boggy mud puddle about 30 yards off the start ended any hard charges to the first climb. Once you hit that first hill, you realized that somewhere along the way this uphill swamp was gonna make you get off and push. Shifting

into granny gear (if you could) and spinning only got you so far before burnout set in. This hill seemed to go on forever. The mud on the right side of the hill seemed to migrate farther left with every lap, it seemed to have a mind of its own. Reaching out, the sticky stuff would cling to your bike with the tenacity of a pissed-off bull dog.

Near the top the ground firmed up a bit but became rougher and steeper, still nearly impossible to ride. The end to this pleasant stroll up and through the woods came in the form of a natural launch pad. Once there, you pointed your bike straight left, blithely remounted, then rode down a nasty single track to what was loosely termed "the gravel pit". A "Wet Cement" sign should have been posted at the end of the single track leading to this morass. You could have legdably written your name in the thick mud. It was about 100 yards long, two to six inches deep.

The course made a right turn into a short, bumpy, two track that lead to the top of "the logging road". This particular incline was steep, and bumpy enough to make it interesting alone. Add a frosting of the now



Do you  
think it'll  
come out  
with Tide?

(Photo by Jane Slette)

famous Bittersweet bog jello and viola! the world's only iceless luge run. If you were going any faster than a walking pace and had to hit your brakes, (brakes?) the rear end of your bike would suddenly attempt to trade places with the front. Or your entire bike would decide to abruptly roll over and play dead with you buried under it in the mud.

The left turn at the bottom of this snotty hill was home to one more nasty surprise. Hidden beneath the mud were some gnarly, endomatic whoop de doos. If you made it past those you were home free with a quick ride down a sandy, dry creek bed, some single and double track. Last but not least, once again the ever popular mud around the lodge area.

This race was a blast! It was like being a little kid all over again. I was reminded of the first time I rode my Sting Rey through a mud puddle. Mom chewed me out afterward but it was definitely worth it, and so was Bittersweet 88.



# Bittersweet Race Results

BITTERSWEET MOUNTAIN BIKE RACE

## MASS START

Date.....Saturday Nov. 5, 1988  
Place.....Bittersweet Ski Area  
Otsego, MI.  
Race Director....Kevin Stevens  
Sponsored by....Bittersweet Ski Area  
Alfred E. Bike

### NOVICE CLASS

1	Craig Gietzen	33:26
2	Richard Boehme	33:31
3	Brain Ernst	36:29
4	Doug Whitehead	37:00
5	Jason Eagle	37:28
6	Jamson Hendler	37:37
7	Ken Fouts	38:02
8	Bill Fisher	38:20
9	Jeff Wetters	40:53
10	Bud Pell	41:11
11	Andrew Tompson	41:20
12	William Lahava	41:55
13	Michael Robinson	42:04
14	Bob Lawson	42:30
15	Paul Glas	42:46
16	Steve Berthel	43:00
17	Michael Shaw	44:13
18	Bob Long	44:45
19	Dwain Abramowski	44:50
20	RJ Kistka	45:46

(First 20 of 45. 16 DNF)

### ADVANCED CLASS

1	Tim Pikhart	1:08:20
2	John Stoneburner	1:09:30
3	Kurt Stauffer	1:12:28
4	Larry Kaiser	1:12:48
5	Reinhold Cordella	1:16:10
6	Bryan Meyers	1:16:18
7	Kelly Dermody	1:16:20
8	Greg Karbowski	1:17:25
9	Jeff Faber	1:19:19
10	Eric Toth	1:20:15
11	Jim Stark	1:21:11
12	Mike Teel	1:21:32
13	Laura Charameda	1:22:28
14	Stephen Pruett	1:22:36
15	Matt Jennings	1:24:44
16	Andy Swartz	1:24:55
17	Eric Slaughter	1:24:55
18	Michael Clark	1:25:17
19	John Roe	1:25:40
20	Augusto Tosi	1:29:27

(First 20 of 28, 6 DNF)

### EXPERT CLASS

1	Robert Bergen	1:41:06	5	Erik Borgnes	1:55:00
2	Dan Packman	1:43:26	6	Wendell Woodruff	2:00:30
3	Randy Dickerson	1:51:22	7	Stein Slette	2:04:15
4	Michael Seaman	1:51:56	(First 7 of 15, 8 DNF)		

### DOWNHILL RACE

1	Jamson Handler	33.82	12	Craig Gietzen	40.28
2	Chris Haslock	34.43	13	Tim Carmien	40.32
3	Brent Walk	35.25	14	Graig Kincaid	40.49
4	Andy Swartz	35.36	15	Dan Casey	41.22
5	Michael Seaman	36.33	16	Dan Packman	41.31
6	Kelly Dermody	36.96	17	Chuck Kincaid	42.06
7	Bob Lawson	38.36	18	Steve Berthel	42.15
8	Kurt Stauffer	38.70	19	John Roe	42.45
9	Dave Hauschild	39.59	20	Doug Whitehead	43.42
10	Jeff Faber	39.99	(First 20 of 41)		
11	Tim Pikhart	40.02			

### TRIALS

#### NOVICE STOCK

1	Brain Ernst
2	Paul Schuete
3	Jeff Faber
4	Dan Casey
5	Erik Borgnes
6	Michael Clark
7	Bob Fitzpatrick
8	Paul Piersma
9	Doug Whitehead

#### ADVANCED STOCK

1	Bob Lawson
---	------------

#### ADVANCED MODIFIED

1	Kelly Dermody
2	Bob Long
3	Doug Faul
4	Dale Young

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# Yankee Springs Winter Festival



## Text and photo by Dwain Abramowski

It was cold, grey, wet, drizzly and down right miserable on January 29th. Snow for winter activities was scarce and ice was as thin as wax paper. January 29th was also supposed to be a day for racing mountain bikes on the ice at Yankee Springs State Park, just north of Kalamazoo.

Well it's hard to race mountain bikes on ice when there is no ice - but a few hardy souls showed up anyway, hoping that the cliché "if you don't like the weather, just stick around fifteen minutes and it'll change" would work to our favor. It changed all right. It changed from drizzle to a virtual down pour. The race on the ice was changed to a few loops back and

forth along the shoreline; first for about a half dozen BMX bikers and then for about the same number of hardy mountain bikers. The course was laced with what seemed to be something like sponge rubber covered with leaves and large areas of mud that resembled melting "Eskimo Pies". One of the riders who showed up with screw studded Ground Controls found a new and inventive use for his mountain bike - a leaf collector.

All in all, one could easily label this day as a complete loss, though the racers seemed to have a lot of fun in spite of the weather. However, there was one other bright spot in the day (perhaps more important over the long run). The ice race that was supposed to happen was part of a much larger agenda of events that was taking place at Yankee Springs that day. The Gun Lake Winter Festival, with activities like broom ball, an ice fishing contest, Radio Controlled Model racing and musket shooting to name a few of the events. This festival takes place every year and this past year they invited mountain bikers to be a part of it. Hopefully, if mother nature is willing, next year we'll see mountain biking on "center ice" this time, and it will continue to be a growing part of local community events.

Meanwhile, I've got some spring leaf raking to do - Now where did I put that old Ground Control tire? And screws, yea, I think I've got some in the basement...

## If You Want To Bike. . . (Continued from page 1)

people who make decisions about trail use may never really use the trails whether it be for biking, hiking, or whatever. They make their decision on information they receive from the public. Their decisions reflect those who have contacted them in a responsible, intelligent and quantitative way.

It is now up to you to write (as I've done) the leaders in your community letting them know you are a mountain bike rider and you are willing to help in any way possible to keep parks open for riding and developing parks in the future for riding.

Make your letter positive: words like, "...I'm willing to help in any way I can to..." are great. Never demand something, "...I'm a taxpayer and I paid for the park..." Show your willingness to work to help make the community a better one, be sensitive to the many needs of the community (biking, hiking, horse back riding, ATV use etc.) and help come up with ways to include mountain biking in the park plans for the community. Don't propose to keep others out.

Find out who is in charge of what, "Dear Mr./Ms.(use their name/title)". Don't just let your letter fall into the hands of whomever. Perhaps you may have some great ideas but they risk never getting anywhere because they are lost in the shuffle.

If you write once, write twice. Encourage others to write. Pool ideas, read about the positive ways organizations like IMBA/NORBA have influenced trail

access on mountain biking and use them as a starting point for the needs of your local community. Remember proposals "C" and "D" last fall? Perhaps there is money that can be made available for future park development in your community to the benefit of all.

Lastly, you don't have to be long winded like this article. Simply state why you like mountain biking, if for no other reason than it's fun and you would like to help others to enjoy it by securing places for everyone to enjoy the outdoors, and the sport of mountain biking if they would like. Sign your name, give an address and get the letter off.

Of course, you also have to take a positive step towards informing others about mountain biking when you are out on the trail, such as:

When out on the trail, be polite and considerate to other trail users, whether it is other bikers, hikers, equestrians, ATV riders and/or others. Share the trail first - then ride it. Screaming like a freight train whistle, "COM'IN THROUGH!" does little to secure riding privileges in the park in the future.

When you are in a trailed area - ride on the trails, don't make your own. If you want to be a Daniel Boone trail blazer, do it on your land.

But remember, it basically comes down to this: IF YOU WANT TO BIKE YOU HAVE TO WRITE - IF YOU DON'T YOU WON'T.



# Siedman Park Closed



Text and photo by Dwain Abramowski

The last time I rode at Seidman Park it was a warm fall evening. I remember the ride had not been particularly hard, a few friends and I challenged each

other to a hill climb or two and several laps around the park. Then we spent the last threads of sunlight standing around in the parking-lot with other bikers, debating the benefits of a mono-stay rear end on a (new at the time) Raleigh bike. The warm memories of that fall ride (one of the last) lingered well into winter.

In the spring, the next time I returned to the park the sign - **NO BICYCLES ALLOWED** - greeted me (see picture). My first thought was - Why? I wanted to put the blame on someone for taking away a fun place to ride and make memories. I had heard that there exists somewhere out there, geeked riders with Neanderthal mentalities riding off trails destroying the plants, saplings and other natural beauty in parks; I personally have never met one. I had also heard of careless riders who scream down a downhill not taking into consideration other bikers or hikers who might be on the trails but, I've never ridden with that type of person.

In fact, after I made a mental list of every man, woman and child mountain bike rider I knew I couldn't

(Continued on page 8)

## Close Potawatomi? (Continued from page 1)

restricted from parts of the trail that tend to have heavy foot traffic and are more congested, especially around Silver Lake.

John is also worried about the amount of erosion in the soil, especially in the spring time. ATB's may be banned at this time of year due to the deep ruts left in the trail that dry up in the summer and leave trail surfaces uneven with the many ridges left from wheel tracks.

The idea of time-share on the trail (where ATB's could use the trail during designated hours only) and imposing a user-fee seemed very unlikely as there is no way to enforce this and John was not sure how to implement such ideas. There are groups of people who make reservations to use of the trail from Windsor to Jackson and it would not be fair for people to travel such a distance only to find the trails being raced through by mountain bikers. One-Way traffic is also difficult to regulate since there are so many entry points to the trail and two-way traffic between Pickney and Waterloo has already been established.

Also, it should be mentioned that the trail from Pickney to Waterloo is also open to ATB's except for Linden Park, which is a county park on North Territorial Road and mountain bikes are **STRICTLY PROHIBITED!** The DNR is working on a detour around the park, but until that is developed it is very important that this County Park is avoided by ATB traffic.

LaBossiere assured us that before any decisions were made regarding the closure of Pickney to ATB's, a meeting would be called with local mountain bikers and all problems discussed before ANY decisions made. All restrictions made will be reasonable to

accommodate those involved. John encourages mountain bikers to use common sense and reminds everyone that all NORBA rules are applicable in the Pickney Recreation Area. Yes, John has read the NORBA rulebook ...have you?

The park facility is also considering the idea of opening a separate facility for mountain bike use. John thinks it will be difficult to compete with the 17 mile Potawatomi trail, but if the popularity of the Rec Area continues it will be necessary.

It is a privilege to have access to the Potawatomi trail and it is a great "proving ground" for everyone. Enjoy your use of this trail and be sure to send a good word back to the park employees that you see. Your behavior on this trail sets the precedent for use of other trails in the state. Consider your peers who want to ride through these paths in the future. **THINK ABOUT IT!**

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# Michigan DNR Update

by Amy Dedafœ

Where are you going to ride your mountain bike? State Park? State Game Area? County Park? National Forest? Potawatomi Trail? Before you say yes to any of these options please consider your responsibilities when using these facilities.

This year the DNR has formed a committee to investigate the use of their trail system by hikers, skiers, snowmobiles, and ATB's.

Since the overwhelming popularity of mountain bikes has become a concern to the DNR, they feel it necessary to determine if there is a legitimate cause for restricting or prohibiting mountain bikes from their trails. Considering the fact that some of the nicest (and not-so-nice), trails are in the DNR's trail system, it would be a great loss if ATB's were banned their use.

Jon Roethele is the DNR Trail Coordinator and he stated there is a "serious concern with ATB's and pedestrians on the trails". He also stated that there have been no decisions made yet, but more information should be available in August. He is also working on a new Comprehensive Trail Plan that would be open for use by everyone. This plan is still under development. Please feel free to write to Jon with your opinions, concerns and ideas. He needs to hear our voices and understand our need for these great trails. The mountain bikers of this area have been silent for too long, we know you're out there! Please show your support, write to Jon Roethele, DNR Trails Coordinator, Recreation Division, Department Of Natural Resources, P.O. Box 30028, Lansing, MI 48909.

Meanwhile, let's make a good impression on the parks and trail users by being cautious and courteous to all who use the trails. A hiker will make a complaint against mountain bikes long before any mountain biker would even consider making a complaint against hikers. That is why we need to be heard! There is a place for ATB's in the trail system! We can share the trails.

## U.S.C.F. ATB Championship Race Results



(Photo by Doug Lawson)

### CITIZENS

#### 15 MILE

1. Brent Walk
2. Robert Bergren
3. C.J. Gietzan

### CITIZENS

#### 5 MILE

1. Stein Slette
2. Bob Lawson
3. Andy Thompson

### CITIZENS WOMENS

#### 15 MILE

1. Laurel Cihak
2. Carolyn Howson

### USCF WOMENS

#### 15 MILE

1. Laura Charmeda
2. Kay Krapohl

### USCF VETS

#### 15 MILE

1. Dan Cihak
2. Chris Davidson
3. Jim Falls
4. Ken Polidan

### USCF JR.

#### 15 MILE

1. Les Ankerson

### USCF SENIORS

#### 1,2,3,4 20 MILE

1. Scott Dlmont
2. Don Fredrigo
3. Herb Meingast
4. Tim Pikart
5. Randy Dickson

## U.S.C.F. STATE ATB CHAMPIANSHIPS

Date.....Sunday, Nov. 20, 1988

Place.....Blue Lake Fine Arts Camp  
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Sponsored by....Breakaway Bicycles  
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# Siedman Park Closed (Continued from page 6)

come up with one person who would contribute to a reason for closing a park to mountain biking. I am sure that there are irresponsible mountain bike riders out there, just like there are irresponsible hikers, ATV riders, grocery store shoppers and brainless drivers on the freeway. But, why did Seidman Park close? I had to find out. So, I went to Don Palmer, director of the Kent County Parks and Recreation Department.

I was politely received by Don, and during our long talk we addressed a lot of issues that not only concerned mountain biking, but hiking, horse back riding and ATV (All Terrain Vehicles) use. It turned out that the main reason that Seidman Park ended up being closed was not so much due to a mountain bike rider/walker incident (though such an incident did take place at one time, which helped precipitate the park closing policy) - as to a lack of information and a general policy within the parks system to take into consideration the relatively new aspect of park and trail use that mountain biking created.

It seems that many of the county parks were designed for use as hiking trails and recreation areas with no other uses defined or incorporated. Hence, when the question had to be addressed about the great increase in use of the county parks for mountain biking, due to a lack of information, there was no recourse for the county according to Mr. Palmer, but to

follow the guidelines that the parks had originally been designed for (hiking and X-Country skiing).

Mr. Palmer also indicated that in general, he was unaware of the particulars of mountain biking. He felt that he did not know enough about ATB's to personally make an informed decision when the topic came up. When issues of park use are considered he and others on the park commission are bound by what has been policy in the past.

Seidman Park and all other Kent County parks (Johnson, Palmer, Douglas Walker, Fallasburg, Townsend, Provin, Donald J. Lamoreaux, Long Lake, Wabasis Lake, and Wahlfield) were closed because of a lack of information, as for anything else.

(Don Palmer has retired since this article was written. Larry Ross has taken over as Kent County Parks Commissioner. Write to him at 1500 Scribner, NE, Grand Rapids, MI. 49504)

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## HELP WANTED !

PHOTOGRAPHERS & WRITERS to cover race events, etc...

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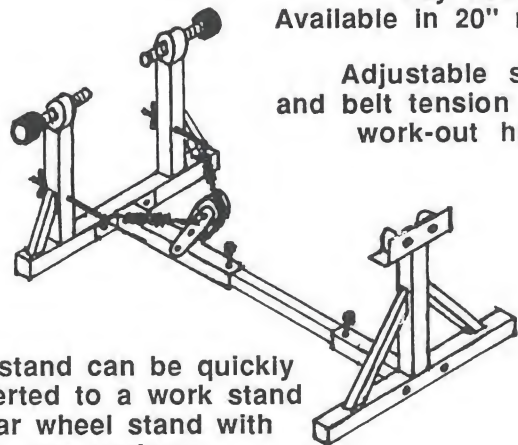
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## Hot Set-up



(Photo by Dwain Abramowski)

by Steve Pruett

This issue's Hot Setup is a real veteran of the trailways. Mike Clark's Team Stump-jumper has been thrashed, crashed, raced, and sharked for four long years with nary a black mark on its record. This venerable Stumpy has a few battle scars to show for its years of service (like the dent in the top tube from trying to occupy the same space as a medium sized tree) but it's still one of the best rides in the area.

From its time of purchase, Clark's bike has been a rolling statement on mountain bike cool. Two of the coolest things about it are the Wieler periscope stem and W.T.B. drop handlebars wrapped in toxic green tape. I featured a bike last year that used this comfortable bar and innovative stem. I was highly impressed with it then and still am now. For shift levers, Mike uses Suntour Indexed bar-con shifters. To handle braking chores, he runs Shimano 105 aero levers connected to Scott/Pederson cantilevers, front and rear. It's a good thing that Mike doesn't wear dentures, because he would continually have to look for them after he hit these babies in a panic. They really work that well.

The rims that the super stoppers clamp onto are feather weight Bontrager M.A. 40's laced to purple outside/white inside, Bullseye via 15 gauge butted spokes with alloy nipples. The sneakers gracing these lightweight hoops are Ground Control S's wrapped around Polytex tubes.

Moving up toward the engine room we find the original Specialized crankset complete with 26,36,46 round rings. Mike runs Suntour XC compe pedals with Specialized mountain clips.

Moving upward we find a veritable relic of a Shimano Deore front deraileur. Yes sports fans, it's the one that came with the bike and it still works just fine! Next stop is the seatpost slow release securing a white American Classic seatpost topped off by a white Selle Concor Aero seat.

Heading for the back 40 we discover a Sedis chain wrapping itself around a Shimano 600 EX 13 to 28 tooth freewheel. Lastly, what do you suppose Monsieur Clark uses as a rear chain locating device? A Suntour Superbe? A Campy Euclid? Nooooo! He uses a lowly Suntour X.C.M. Why? Because it was there. Because it works. Because if he installed a lighter short cage unit, his bike would weigh 25 pounds even, thereby making enemies of all the owners of those high priced super-light aluminum, titanium, and carbon fibre bikes who claim that longer lived steel bikes can't match their low weight. Oops, sorry... I got a bit carried away.

Oh, I almost forgot, The paint job. It's a white/purple/white Harlequin that's tastefully subdued but doesn't put the folks Mike rides with to sleep.

I guess that's about it. This bike is a real trooper that has been everywhere from Sleeping Bear to Slickrock and looked good every inch of the way.

By the way, I don't think the current toxic green handlebar tape clashes with the purple/white frame. Do you?

## GET DIRTY!



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# Calendar of Events

## MINNESOTA

- 1 Sunday, May 7, 1989  
IRONWOOD SPRINGS FAT TIRE CLASSIC (#1 in Midwest Point Series)  
Ironwood Springs Campground  
Stewartville, MN.  
Ron Moffit  
2509 Pearl Ct. SE.  
Rochester, MN. 55904  
(507) 282-8274

- 2 Saturday May 21, 1989  
DULUTH MT. BIKE FESTIVAL  
Spirit Mountain Ski Area  
Duluth, MN. 55805  
Todd Grummels / Ski Hut  
1032 East 4th Street  
Duluth, MN. 55805  
(218) 724-8525

- 3 Sunday June 18, 1989  
LA CROIX WILDWOOD CLIMB (#2 in Midwest Point Series)  
Holzinger Lodge  
Winona, MN. 55987  
Ken Lawrence / Bikes Ltd.  
113 E. 3rd.  
Winona, MN. 55987  
(507) 452-4228

- 4 Sat. & Sun. June 24 & 25, 1989  
SAPLING SNAPPER FAT TIRE FESTIVAL (#3 in Midwest Point Series)  
Quadna Mt. Resort  
Hill City, MN. 55748  
Paul Krause / Quadnas Mt. Resort  
Quadnas Mt. Resort  
Hill City, MN. 55748  
(218) 422-6649

- 5 Sunday, August 6, 1989  
6th ANNUAL CHESTER TESTER  
Chester Bowl  
Duluth, MN. 55805  
Todd Gummels / Ski Hut  
1032 East 4th Street  
Duluth, MN. 55805  
(218) 724-8525

- 6 Tenative date: Sat. & Sun. August 12 & 13, 1989  
Tim McGrath  
14241 Scandia Trail North  
Scandia, MN. 55703  
(612) 433-5603

- 7 Sat. & Sun. Sept. 2 & 3, 1989  
GIANTS RIDGE FAT TIRE FETIVAL (#6 in Midwest Point Series)  
Giants Ridge Ski Area  
Blwablk, MN. 55708  
John Filander / Giants Ridge USA  
P.O. Box 190  
Blwablk, MN. 55708  
(218) 865-4143

- 8 Sunday, October 1, 1989  
BLUFF RIDERS CHARGE  
Good Earth Village  
Spring Valley, MN. 55109  
Lee Swenson  
2125 Mohak Road  
North St. Paul, MN. 55109  
(612) 488-6661

## WISCONSIN

- 9 Sunday, May 21, 1989  
THUNDERDOWN IN THE UNDERDOWN  
Location: Thunderdown Recreation Area  
Merrill, WI.  
Contact: Herb Schotz (715) 536-9392

- 10 Sat. & Sun. June 3 & 4, 1989  
DIRTSTOMPER STAMPEDE  
Observed Trials, Dual Slalom, & Circuit Race  
Location: Bluebird Springs Recreation Area, La Crosse, WI. 54603  
Contact: Coulee Climbers / Bikes Ltd., 1501 Rose Steet #32, La Crosse, WI. 54603 (608) 785-2326

- 11 Sunday, July 2, 1989  
PHILLIPS DOWNBURST  
Location: Phillips, WI.  
Contact: Todd Zumach, P.O. Box 232, Phillips, WI. 54555 (715) 339-4486

- 12 Sunday, July 16, 1989  
GREAT RIVER FAT TIRE TOUR  
A Mt. Bike Tour  
Contact: Coulee Climbers / Bikes Ltd., 1501 Rose Steet #32, La Crosse, WI. 54603 (608) 785-2326

- 13 Sat. & Sun. August 26 & 27, 1989  
GOD'S COUNTRY FAT TIRE FESTIVAL (#5 in Midwest Point Series)  
Location: Bluebird Springs Recreation Area  
La Crosse, WI. 54603  
Contact: Coulee Climbers / Bikes Ltd., 1501 Rose Steet #32, La Crosse, WI. 54603 (608) 785-2326

- 14 Sat. & Sun. Sept. 9 & 10, 1989  
CHEQUAMAGON FAT TIRE FESTIVAL  
Location: Telemark Lodge, Cable, WI.  
Contact: Telemark Lodge, P.O. Box 267, Cable, WI. 54821 (715) 739-6608

- 15 Sunday, October 8, 1989  
STANDING ROCKS CANTILEVER CLASSIC  
Location: Standing Rocks County Park, Stevens Point, WI.  
Contact: Don Edberg / Hostel Shop, 929 Main Street, Stevens Point, WI. 54481 (715) 341-4340





## MICHIGAN

- 19 Sunday, May 7, 1989  
Observed Trials & X-Country Races.  
Location: Addison Oaks County Park, 1480 W.Romeo Rd., Oxford, Mi. 48051  
Registration: 7:30 - 11:30am. Observed Trials start at 9am. X-C races at 1:00pm  
Contact: The park office, (313) 693-2432

- 20 Sunday, June 4, 1989  
Observed Trials & X-Country Races.  
Location: Bittersweet Ski Area, Otsego, Mi.  
Contact: Bittersweet Ski Area (616) 694-2032, Alferd E. Bike (616) 349-9423, Kevin Stevens (616) 342-1193

- 21 Sat. & Sun. June 17 & 18, 1989  
**NORBA NATIONAL #4** Observed Trials, X-Country, Uphill & Downhill Time Trials, and More!  
Location: Sugarloaf Resort, Cedar, Mi.  
Contact: Jon Burchmore/Sugarloaf Resort, (616) 228-5461

- 22 Sunday, June 25, 1989  
Location: Pando Ski Area, 8076 Belding Road, NE, Belding, MI.  
Contact: WALKWAY PROMOTIONS eves. & wkends. (616) 453-1041

- 23 Sunday, Sept. 10, 1989  
Observed Trials & X-Country Races.  
Location: Addison Oaks County Park, 1480 W.Romeo Rd., Oxford, Mi. 48051  
Contact: The park office, (313) 693-2432

- 24 Sat. & Sun. Sept. 16 & 17, 1989  
Location: Sugarloaf Resort, Cedar, Mi.  
Contact: Jon Burchmore/Sugarloaf Resort, (616) 228-5461

- 25 Sunday, October Sometime, 1989  
Location: Pando Ski Area, 8076 Belding Road, NE, Belding, MI.  
Contact: WALKWAY PROMOTIONS eves. & wkends. (616) 453-1041

## INDIANA TRIALS ONLY!!

(Contact Brett Mullen at (317) 423-4695 for more information. Remember! Michigan time is one hour ahead of Indiana.)

- |              |   |
|--------------|---|
| June 10 & 11 | Rock & Roll Trial.<br>Columbus, IN.     |
| July 16      | Little Ranch Trial<br>Lafayette, IN.    |
| August 27    | Trials & Tribulations<br>New Paris, IN. |
| September 23 | Red Smith Trial<br>Lafayette, IN.       |

## OHIO

- 18 Observed Trials & X-Country Racing  
Location: Grand Prix Raceway, North Lawrence, Ohio. (216) 854-2133
- |                    |
|--------------------|
| April 9, 1989      |
| April 16, 1989     |
| May 14, 1989       |
| June 10-11, 1989   |
| June 18, 1989      |
| July 9, 1989       |
| July 30, 1989      |
| August 12-13, 1989 |
| September 10, 1989 |
| September 24, 1989 |
| October 10, 1989   |
| October 29, 1989   |
| November 5, 1989   |



## IOWA

- 16 Sunday July 16, 1989  
**THE VOLGA (#4 in Midwest Point Series)**  
Volga Lake State Recreation Area  
Fayette, IA.  
Richard Gosen / Decorah Bicycles  
218 West Water St.  
Decorah, IA. 52101  
(319) 382-8209
- 17 Sat. & Sun. Sept. 23 & 24, 1989  
**IOWA STATE FAT TIRE FIESTA (MIDWEST POINT SERIES CHAMPIONSHIP)**  
Lake Ahquabl State Park  
Indianola, IA.  
Howard Shearer  
1619 47th Street  
Des Moines, IA. 50311  
(515) 274-5131



## Did You Know. . .

- NORBA is now owned by USCF. This year NORBA and USCF licenses and rules will remain separate. USCF racers can enter NORBA events without fear of suspension, NORBA racers can enter in the Citizens categories at USCF events. Next year (1990) will bring about some changes. At this point not many facts are available. Many of the races listed on our calendar of events (pages 10 & 11) are fully insured "Outlaw" events that do not require a NORBA or USCF license.

- ALL non-motorized Huron-Manistee National Forest Trails in Michigan are CLOSED to ATB's!

(From Dennis Hansen, Author & Publisher of Michigan Trail Atlas)

- Pennsylvania, West Virginia and Ohio have a new ATB Publication! The very first 16-page issue of the DIRT RAG rolled off the press in April. To subscribe, (6 issues) send \$6 to Dirt Rag, 460 Maple Ave., Springdale, PA., 15144

- There is fund-raising event scheduled for May 13 to benefit the Kal-Haven Trail. For more information contact Rick Oberle, Kalamazoo Bike Club, PO box 527, Kalamazoo, MI. 49005 (616) 381-8080

- Michigan Department of Transportation (MDOT) is selling county maps that highlight roads with paved shoulders & those with low traffic volume. Send for a "Biking in Michigan" brochure which lists maps and prices. Write to: MDOT, 425 W. Ottawa, Lansing, MI. 48909.

(From MOUNTAIN & CITY BIKING, May '89 Issue, Page 22)

- Traverse Area Recreational Trail (TART), an 8 foot wide asphalt path is being developed for non-motorized use. Starting from M-72 in Acme, near Grand Traverse Resort, the trail uses 7.2 miles of railroad easement to Boardman Lake in Traverse City. When completed, this trail will link up with the existing West Bay path and include scenic overlooks, rest stops, and access to other points of interest. TART is looking for financial support and individual participation in developing this trail. For more information contact: June Thaden at (Cherry Capital Cycling Club Ride Line) (616) 941-BIKE

- If you see a picture of yourself here in the Bent Rim Bugle and would like a copy of it, we will put you in contact with the photographer. (Send a S.A.S.E. and identify the picture you want or call the BRB.) Many of our photographers are also available for other photographic work.

## Dr. Bent

Ask (or Tell) Dr. Bent anything related to A.T.B.

Q) How do I avoid becoming dehydrated when riding?

A) Some ways to prevent dehydration are to drink enough fluid (at least 1 pint) prior to a ride, and take a full water bottle along! (In 80 degree temps you can loose 1 quart of fluid/hr from sweating!) (\*)

Q) What are some signs of dehydration?

A) The initial signs are dry mouth and decrease in sweat. Dizziness and fatigue are later signs, and if you have waited this long to take in fluid, you have waited to long! (\*)

Q) What should I do if I become dehydrated?

A) Stop any activity. Slowly drink fluids. If other symptoms (nausea, vomiting) occur, seek medical attention. (\*)

Q) How fast should my heart beat when training?

A) This is a question that depends on your current physical condition and no predisposing heart problems. According to aerobic experts in training and heart stress testing, 65-85% of your maximum heart rate is were most healthy individuals should train. Subtract your age from 220 to find out what your normal maximum heart rate is. (\*)

\* Pat. Eickenroth, R.R.T., Head of Cardio-Pulmonary, Sheridan Community Hospital



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# The 1989 Michigan Mountain Bike Buyers Guide

You're pumped! Time to retire the beater wheels and get a REAL race bike. You've read the bike tests and ads in the national magazines. Your favorite bike shop doesn't carry the model you want or they are out of the size you need. Someone must have it in stock, but who?

Here it is! The 1989 Michigan Mountain Bike Buyer's Guide with information on what area bike shops have in stock. The Buyer's Guide lists only mountain bikes that cost over \$400. Prices vary for a number of reasons from shop to shop, call or visit to find out why.

Availability on sizes and models is in a constant state of change at every shop. Some bikes listed may have been sold by now. On the other hand, new bikes may have also come in. Either way it's a good idea to call the bike shop before you go running out to your bank to make a major withdrawal.

When you do call or visit any of the shops listed in the Buyer's Guide please tell them that you saw their information in the Bent Rim Bugle. Each bike shop paid to be listed in the Buyer's Guide and they made this project financially possible. So please let them know that it worked!

## ALGER SCHWINN 120 28th Street Wyoming, MI. 49548 (616) 243-9753

MAKE	MODEL	YEAR	FRAME SIZES AVAIL.	NOTES
SCHWINN	IMPACT	89	18, 21, 23	
SCHWINN	ESSENCE	89	16	
SCHWINN	SIERRA	89	18, 19, 20, 21, 23	
SCHWINN	HIGH SIERRA	89	18, 19, 20, 21, 23	
SCHWINN	CIMARRON	89	17, 18, 19, 20, 21, 22	
SCHWINN	ALUMINUM PRO	89	17, 18, 19, 20, 21, 22	CALL FOR SALE PRICE
SCHWINN	K.O.M.	88	17, 18, 19, 20, 21, 22	\$1000.00 CALL FOR SALE PRICE
CANNONDALE	SM400	89	16, 18, 20, 22	
CANNONDALE	SM500	89	16, 18, 20, 22	
CANNONDALE	SM600	89	16, 18, 20, 22	
CANNONDALE	SM1000	88	20	\$1000.00
PANASONIC	MC5500	88	16, 18, 20, 22	\$580.00 CALL FOR SALE PRICE
PANASONIC	MC6500	88	18, 20, 22	\$680.00 CALL FOR SALE PRICE

## BICYCLES ETC. 1400 Plainfield Grand Rapids, MI. 49505 (616) 451-9569

MAKE	MODEL	YEAR	FRAME SIZES AVAIL.	NOTES
BRIDGESTONE	MB I	89	**	
BRIDGESTONE	MB II	89	**	
BRIDGESTONE	MB III	89	**	
PANASONIC	MC 6500	88	**	SALE \$550.00
PANASONIC	MC 5500	88	**	SALE \$500.00
PANASONIC	MC4500	88	**	SALE \$450.00
GIANT	KASHMIR	89	**	
GIANT	YUKON	89	**	
GIANT	BOULDER	89	**	
SMOLENSKI	CUSTOM		FRAME CUSTOM MADE	

(\*\* All frame sizes can be ordered, call for sizes in stock.)

## CENTRAL PARK BICYCLES 1805 Central Park Drive Okemos, MI. 48864 (517) 349-8880

MAKE	MODEL	YEAR	FRAME SIZES AVAIL.	NOTES
RALEIGH	PEAK	89	16.5, 18, 20, 22	ALUMINUM FRAME, DEORE XT II
RALEIGH	CHILL	89	16.5, 18, 20, 22	ALUMINUM FRAME, DEORE II
RALEIGH	KILLER INSTINCT	89	20, 22	ALUMINUM FRAME, XCD 6000
RALEIGH	HEAT	89	16.5, 18, 20, 22	ALUMINUM FRAME
RALEIGH	PEAK	88	16.5, 20	\$799.95 DEORE XT GROUP
RALEIGH	CHILL	88	18, 20, 22	\$559.95 DEORE GROUP
RALEIGH	INSTINCT	88	16.5, 18, 20	
SPECIALIZED	TEAM STUMPJUMPER	89	19.5	DEORE XT II
SPECIALIZED	STUMPJUMPER COM	89	17, 19.5, 20.5	DEORE XT II
SPECIALIZED	STUMPJUMPER	89	20.5	DEORE II
SPECIALIZED	ROCK HOPPER COM	89	19.5	DEORE II
SPECIALIZED	ROCKHOPPER	89	17	MOUNTAIN LX
SPECIALIZED	HARD ROCK COMP	89	17, 19.5	SUNTOUR XCE 4050 ACCUSHIFT
SPECIALIZED	STUMPJUMPER	88	17, 20.5	SALE \$799.00 DEORE XT
SPECIALIZED	STUMPJUMPER	88	19.5, 20.5, 21.5	SALE \$649.00
SPECIALIZED	ROCKHOPPER COMP	88	17, 19.5	SALE \$549.00
SPECIALIZED	ROCKHOPPER	88	19.5, 21.5	SALE \$400.00

(Continued on Page 14)



# **CENTRAL PARK BICYCLES**

Continued from Page 13)

(517) 349-8880

MAKE	MODEL	YEAR	FRAME SIZES AVAIL.	NOTES
TREK	8500	89	18	DEORE XT II
TREK	7000	89	20	MOUNTAIN LX
TREK	950	89	18	MOUNTAIN LX
TREK	850	89	18	MOUNTAIN LX
TREK	8000	88	20	SALE \$749.00
TREK	850	88	20	SALE \$479.00
SCHWINN	CIMARRON	89	19	
SCHWINN	HIGH SIERRA	89	19, 21	
SCHWINN	SIERRA	89	20	
SCHWINN	IMPACT	89	*17, 21	*LADIES
SCHWINN	CIMARRON	88	18, 19	SALE \$599.00
SCHWINN	HIGH SIERRA	88	20	SALE \$499.00
SCHWINN	SIERRA	88	18, 19, 20	SALE \$400.00
FISHER	CR7	88	19	\$995.00
FISHER	ADVANCE	89	19, 20, 21	

## **DENNY'S SCHWINN**

143 N. Harrison  
East Lansing, MI. 48823  
(517) 332-8655

MAKE	MODEL	YEAR	FRAME SIZES AVAIL.	NOTES
SPECIALIZED	TEAM STUMPJUMPER	89	19.5	
SPECIALIZED	ROCK COMBO	89	17, 19.5	
SPECIALIZED	STUMPJUMPER COM	89	19.5, 20.5, 21.5	
SPECIALIZED	STUMPJUMPER	89	17, 19.5, 20.5, 21.5	
SPECIALIZED	ROCKHOPPER COMP	89	15, 17, 21.5, 22.5	
SPECIALIZED	ROCKHOPPER	89	17, 19.5, 21.5	
SPECIALIZED	HARD ROCK COMP	89	17, 19.5, 21.5	
SPECIALIZED	STUMPJUMPER	88	19.5, 21.5	SALE \$799.00
SPECIALIZED	STUMPJUMPER	88	17	SALE \$649.00
SPECIALIZED	ROCKHOPPER COMP	88	17, 19.5, 21.5	SALE \$549.00
SPECIALIZED	ROCKHOPPER	88		SALE \$400.00
SPECIALIZED	ROCKHOPPER COMP	88	24" WHEEL VERSION	SALE \$549.00
CANNONDALE	9M900	89	18	
CANNONDALE	9M800	89	18	
CANNONDALE	9M600	89	20	
CANNONDALE	9M500	89	18	
CANNONDALE	9M400	89	16, 18, 20, 22	
CANNONDALE	8M500	88	16, 18, 20, 22	SALE \$549.00
CANNONDALE	8M400	88	20	SALE \$439.00
TREK	8500	89	20	
TREK	7000	89	18	
TREK	8000	88	20	\$600.00 DEMO MODEL
TREK	970	89	20	
TREK	950	89	18	
TREK	850	89	20	
SCHWINN	SIERRA	89	20, 21	
SCHWINN	ALUMINUM PRO	89	19	
SCHWINN	IMPACT	89	*17, 18, 21	*LADIES FRAME
SCHWINN	KOM	89	21	FRAME & FORK ONLY
SCHWINN	CIMARRON	88	17, 18, 19, 21	SALE \$599.00
SCHWINN	HIGH SIERRA	88	18, 20, 21	SALE \$499.00
SCHWINN	SIERRA	88	18, 19, 20, 21, 23	SALE \$300.00
DIAMOND BACK	ASCENT EX	88	19	SALE \$400.00

## **DENNY'S SCHWINN**

1215 E. Grand River  
East Lansing, MI. 48823  
(517) 351-2000

MAKE	MODEL	YEAR	FRAME SIZES AVAIL.	NOTES
SCHWINN	HIGH SIERRA	89	20	BLACK/CHROME
SCHWINN	SIERRA	89	19	CHROME/BLUE
SCHWINN	ESSENCE	89	16	PINK, LADIES DIAMOND FRAME
SCHWINN	IMPACT	89	17	CHROME LADIES FRAME
SCHWINN	PROJECT KOM 10	88	19, 20	** RED/WHITE/BLUE
SCHWINN	CIMARRON	88	18, 19	SALE \$599.95 BLACK, RED
SCHWINN	HIGH SIERRA	88	18, 20, 21	SALE \$499.95
SCHWINN	SIERRA	88	20	SALE \$400.00 YELLOW, BLUE
SPECIALIZED	HARD ROCK COMP	89	17.5, 19.5	XCE 4050, BURGANDY, BLUE
SPECIALIZED	ROCK HOPPER	89	17.5, 19.5	MOUNTAIN LX, GREY
SPECIALIZED	ROCK HOPPER COM	89	17.5, 19.5	DEORE II, YELLOW, IVORY BLUE

(\*\* On Sale. Call for Price.)

(Continued on Page 15)



**DENNY'S GRAND RIVER SCHWINN**

(Continued from Page 14)

(517) 351-2000

MAKE	MODEL	YEAR	FRAME SIZES AVAIL.	NOTES
SPECIALIZED	STUMPJUMPER	89	19.5	IVORY/BURGANDY
SPECIALIZED	STUMPJUMPER COM	89	17.5, 19.5	DEORE XT II, WHITE, BLACK
SPECIALIZED	TEAM STUMPJUMPE	89	19.5, 20.5	PRESTIGE FRAME, WHITE/GRAY
SPECIALIZED	ROCK COMBO	89	22	XCD 6000, WHITE
SPECIALIZED	ROCKHOPPER	87	16.5	SALE \$400.00 24" WHEELS
SPECIALIZED	ROCKHOPPER	88	17.5, 19.5	SALE \$400.00 YELLOW, BLUE
SPECIALIZED	ROCKHOPPER COMP	88	17.5	SALE \$549.95 WHITE/BLUE
KESTREL	MX-2	89	18, 20	W/ DEORE XT II, GREY
TREK	850	89	18	BLUE
TREK	820	88	16.5, 18	\$400.00
TREK	850	88	18	\$549.00 YELLOW
CANNONDALE	9M800	89	20	BLACK
CANNONDALE	9M600	89	16	TEAL
CANNONDALE	9M400	89	18	BLUE
CANNONDALE	8M1000	88	18, 20	SALE \$999.00 RED
CANNONDALE	8M700	88	16	SALE \$699.00 BLACK

**DENNY'S SCHWINN**

5525 S. Cedar  
Lansing, MI. 48911  
(517) 393-3500

MAKE	MODEL	YEAR	FRAME SIZES AVAIL.	NOTES
SCHWINN	CIMARRON	88	18	SALE \$599.95
SCHWINN	HIGH SIERRA	88	20	SALE \$499.95
SCHWINN	SIERRA	88	20, 21	SALE \$400.00
SCHWINN	ESSENCE	88	16	SALE \$400.00
SCHWINN	HIGH SIERRA	89	23	
SCHWINN	IMPACT	89	19, 21, 23	LADIES FRAME AVAILABLE
CANNONDALE	SM400	88	18	SALE \$439.00
CANNONDALE	9M500	89	18	

**DENNY'S SCHWINN WEST SAGINAW**

5023 West Saginaw  
Lansing, MI. 48917  
(517) 321-6700

MAKE	MODEL	YEAR	FRAME SIZES AVAIL.	NOTES
SCHWINN	CIMARRON	88	17, 18, 19, 20	SALE \$599.95
SCHWINN	HIGH SIERRA	88	18, 19, 20, 21, 23	
SCHWINN	SIERRA	88	18, 19, 20, 21	\$400.00
CANNONDALE	8M400	88	20	\$439.00
SPECIALIZED	ROCKHOPPER COMP	88	17, 19.5	\$549.95
SPECIALIZED	ROCKHOPPER	88	17	\$400.00
TREK	850	89	16.5, 20, 22	
TREK	950	89	18, 20	
TREK	970	89	18	
TREK	8000	89	18, 20	
SCHWINN	HIGH SIERRA	89	18, 20, 21	
SCHWINN	SIERRA	89	18, 19, 20, 21, 23	
SCHWINN	ESSENCE	89	16	
SCHWINN	IMPACT	89	*17, 18, *19, 21, 23	*LADIES FRAME
CANNONDALE	9M400	89	18	
SPECIALIZED	STUMPJUMPER	89	21.5	
SPECIALIZED	ROCK HOPPER COM	89	17	
SPECIALIZED	HARD ROCK COMP	89	17	

**DIRT WORKS**

5290 Alpine  
Comstock Park, MI. 49321  
(616) 784-0691

MAKE	MODEL	YEAR	FRAME SIZES AVAIL.	NOTES
NISHIKI	COLORADO	89	17, 19	CRO-MO
NISHIKI	CASCADE	89	19	CRO-MO
NISHIKI	ALIEN	89	19, 21	Prestage Cro-Mo
NISHIKI	MERIDIAN	89	20	Aluminum
MALCOLM SMITH	PRO COMP XT	89	19.5	CRO-MO
MALCOLM SMITH	CR I	89	18, 20	Alum /Cro-Mo
MALCOLM SMITH	CR II	89	18, 20	ALUM /CRO-MO
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MAKE	MODEL	YEAR	FRAME SIZES AVAIL.	NOTES
DIAMOND BACK	AXIS	89	19	DEORE XT HYPERGLIDE
DIAMOND BACK	APEX	89	15, 17	DEORE HYPERGLIDE
DIAMOND BACK	ACCENT EX	89	15, 17, 19	LX HYPERGLIDE
MONGOOSE	COMP	89	16, 18, 20	LX HYPERGLIDE
RALIEGH	PEAK	89	20	DEORE XT HYPERGLIDE
RALIEGH	HEAT	89	17, 20	
JAMIS	DAKAR	88	19	\$725.00 CLOSE OUT
JAMIS	DAKAR SPORT	88	17, 19	\$600.00 CLOSE OUT
RITCHEY	TIMBERLINE	88	21	\$1295.00 CLOSE OUT
GT	KARAHAROM	89	19, 20	
DIAMOND BACK	TOPANGA	89	18, 19	

**GRAND HAVEN HIGHWHEELER**

300 North 7th St.  
Grand Haven, MI. 49417  
(616) 846-2800

MAKE	MODEL	YEAR	FRAME SIZES AVAIL.	NOTES
TREK	950	89	16, 18	*
TREK	830	89	16, 18, 20	*
TREK	7000	89	18	*
SPECIALIZED	ROCKHOPPER COMP	89	19.5	*
SPECIALIZED	ROCKHOPPER	89	19.5	*
SPECIALIZED	HARD ROCK COMP	89	17.5, 19.5	*
DIAMOND BACK	ASCENT EX	89	19, 20.5	*
DIAMOND BACK	APEX	89	17, 19, 20	*
DIAMOND BACK	ASCENT	89	17, 19	*
GIANT	KASHMIR	89	17, 19, 21	*

(\* Includes Proper Assembly, Correct Fit, & Qualified Service)

**HOLLAND HIGHWHEELER**

76 8th Street  
Holland, MI. 49423  
(616) 396-6084

MAKE	MODEL	YEAR	FRAME SIZES AVAIL.	NOTES
DIAMOND BACK	TOPANGA	89	15, 17, 19, 20.5	*
DIAMOND BACK	ASCENT	89	15, 17, 19, 20.5	*
DIAMOND BACK	ASCENT EX	89	17, 19	*
DIAMOND BACK	APEX	89	17, 19, 20.5	*
GIANT	IGUANA	89	17, 19, 21	*
GIANT	KASHMIR	89	17, 19, 21	*
TREK	820	89	16, 18, 20, 22	*
TREK	830	89	20, 22	*
TREK	950	89	18, 20, 22	*
TREK	990	89	20	*
SPECIALIZED	HARD ROCK	89	17, 19.5, 21.5	*
SPECIALIZED	HARD ROCK COMP	89	17, 19.5, 21.5	*
SPECIALIZED	ROCK HOPPER	89	17, 19.5, 21.5	*
SPECIALIZED	STUMPJUMPER	89	19.5	*
SPECIALIZED	ROCK COMBO	89	19.5	*
TREK	970	89	18, 20, 22	*

(\* Includes Proper Assembly, Correct Fit, & Qualified Service.)

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Battle Creek, MI. 49015  
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MAKE	MODEL	YEAR	FRAME SIZES AVAIL.	NOTES
KESTREL	MX2	89	18	DEMO. (with DEORE XT II)
SCHWINN	ALUMINUM PRO 1.	89	19	
SCHWINN	PRO KOM 10	88	19	DEMO Come Test Ride!
RALEIGH	PEAK	89	16.5 - 18	
SCHWINN	CIMARRON	89		
RALEIGH	CHILL	89	16.5 - 20	FULL DEORE II w/ Hyperglilde 7
SCHWINN	HIGH SIERRA	89	18 - 21	
SCHWINN	HIGH SIERRA	88	18 - 23	\$574.00
SCHWINN	SIERRA	89	18 - 23	
SCHWINN	ESSENCE	88	16	Ladies
RALEIGH	INSTINCT	89	16.5 - 22	
SCHWINN	IMPACT	89	17 - 23	Includes Ladies Mixte Frames
RALEIGH	HEAT	89	16.5 - 22	



**THE OUTPOST**  
25E 8th Street  
Holland, MI. 49423  
(616) 396-6350

MAKE	MODEL	YEAR	FRAME SIZES AVAIL.	NOTES
MIYATA	COUNTRY RUNNER	89	16, 18, 20, 22	
BIANCHI	FORTE	89	17, 19, 21, 23	
BIANCHI	INCLINE	89	17, 19, 21, 23	w/ Hyperglide
MIYATA	VALLEY RUNNER	89	16, 18, 20, 22	
BIANCHI	GRIZZLY	89	17, 19, 21, 23	w/ DEORE II Hyperglide
MIYATA	TRAIL RUNNER	89	18, 20	Aluminum/CR-MO Frame, 7 Speed X
BIANCHI	SUPER GRIZZLY	89	17, 19, 21, 23	DEORE XT II Hyperglide
MIYATA	TEAM RIDGERUNNE	89	18,20	DEORE XT II Hyperglide

**SPEED MERCHANTS**  
106 East Bridge Street  
Rockford, MI. 49341  
(616) 866-2226

MAKE	MODEL	YEAR	FRAME SIZES AVAIL.	NOTES
TREK	970	89	18, 20, 22	
TREK	950	89	16, 18, 20, 22	
TREK	7000	89	18, 20	
TREK	830	89	16,18	
PEUGEOT	CANNONBALL	88	18	\$595.00

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MAKE	MODEL	YEAR	FRAME SIZES AVAIL.	NOTES
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KLEIN	PINNACLE	89	ALL	DXT II
KLEIN	MOUNTAIN KLEIN	89	19	DEORE
SLINGSHOT	SLINGSHOT	88	19	\$1695.00 DXT
RITCHEY	ASCENT EX	88	18.5	\$1000.00 DXT
DIAMOND BACK	AXIS TEAM	89	19	DXT II TANGE CONCEPT TUBING
NISHIKI	ALIEN	89	19, 23	DXT II
SPECIALIZED	STUMPJUMPER TEA	89	21	DXT II
GT	AVALANCH TEAM	89	20	DXT II
RALEIGH	PEAK	89	16.5, 18, 20	DXT II
SPECIALIZED	STUMPJUMPER COM	89	19, 20	DXT II
UNIVEGA	ALPINA TEAM	89	18, 20	DXT II
FISHER	PROCALIBER	88	19	\$1195.00 DXT
RALEIGH	PEAK	88	18, 20, 22	\$795.00 DXT
SPECIALIZED	STUMPJUMPER COM	88	19	\$795.00 DXT
HARO	EXTREME	88	19	\$795.00 DXT
GT	AVALANCH	88	24	\$695.00 DXT
RITCHEY	OUTBACK	88	18.5	\$895.00 DXT & DEORE
FISHER	MONTARE COMP	88	19	\$895.00 DEORE

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## Letters

I have the results for the Michigan State Cyclo Cross Championships from November, '88. Truly an interesting race, it was held at Flower Fruit Farms Orchard in Somerset Center, MI. Conditions were miserable, 30 degrees and raining, but compared to Bittersweet and Swiss Valley almost summery. USCF Senior men went 18 miles. Tim Swift riding for Ten Speed Drive won in one hour, ten minutes, Ray Dybowski 2nd, Marty Minka 3rd, Bob Daksiewicz, Fred Anderson and Chris Johnson followed. Womens 9 mile race winner, Kaye Krapahl (Ann Arbor Velo) 40 minutes, Laura Charmada 2nd. Junior Men (9 miles) Mark Allen 1st, Robert Fedewa 2nd. Citizens (9 Miles) I won in 31 minutes with Jamson Hendler 2nd, Delan Davis 3rd.

An impressively low budget race, prizes consisted of half bushel bags of Apples. Ray Dybowski won the race last year and received a live turkey, the perfect traveling companion for the long ride home.

Michael Seaman  
Mt. Pleasant, MI.

I have lost my last Bent Rim Bugle. Please send me another copy. I am making the check out for another dollar to cover postage. I want to keep my results from the Addison Oaks Race. It was my first mountain bike race but certainly not my last.

Bill Smith  
East Lansing, MI.

I was impressed with the number of races this fall, both in Michigan and Wisconsin. I wish I had been able to go to more of them! My car died on the way to one race and I had to get towed back to Evanston. I guess I was lucky to have my bike along - I had to ride it along the highway shoulder to an exit, then to a shopping center, to call the tow truck!

Amy Dykema  
Evanston, IL.

Thought I'd get you some information on Mountain Bike activity in North East Michigan.

First of all the Different Spokes Bike Club is the only organized Bicycle Club on the North East Corner of the Mitt. Our Club is one year old and meets monthly in Alpena.

A group of dedicated Mountain Bikers in the Club hope to promote a gathering of Mountain Bikers annually at Bois Blanc Island during the month of July. Plans are once again in the works. We will keep you posted.

Vincent Call  
Alpena, MI.

As you may know, the DNR has combined all trail (skiing, hiking, motorcycles, snowmobiles and I guess ATB's now) development under the management of the Recreation Division and its coordinator, Jon Roethele. At this time he is developing a state wide management plan for all the trails in the DNR system. It would be great if we had one voice on the subject with a state wide ATB organization that included both the competitive and casual rider, but I don't think that is possible at this time. The most troubling aspect of his management plan, is the potential closing the Pickney Recreation Area trail to ATB's. Unfortunately, some ATB users have brought that on themselves by riding dangerously fast (I personally observed that on several occasions) on a trail that was originally designed for hiking only. Jon has received many complaints from the Boy Scouts (who developed the trail) and the public. It would be unfortunate if this occurred because it is one of the best trails in the Detroit area for bikes, because its an 18 mile loop.

His address is:

Jon Roethele, DNR Trails Coordinator, Recreation Division, Department of Natural Resource, PO Box 30028, Lansing, MI 48909.

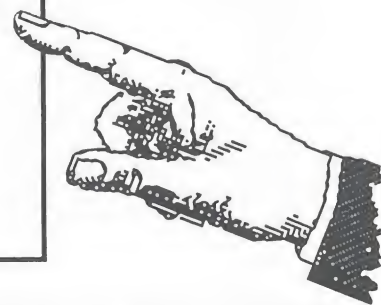
On another subject, your publication is great for the racers but how about including articles for the non-competitive rider.

Dennis Hansen  
Okemos, MI.

(I welcome ideas, comments, information, or articles that would appeal to non-competitive ATB riders as well as racers. Ed.)

### IMBA Rules of the Trail

1. Ride on open trails only.
2. Leave no trace.
3. Control your bicycle.
4. Always yield trail.
5. Never spook animals.
6. Plan ahead.



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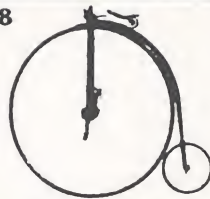


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